

## VERSION WITH MARKINGS TO SHOW CHANGES MADE

Claims

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1. Regulated dashpot with shock-absorption force controls, especially intended for motor vehicles, with at least one flow-regulating system including one or more shock-absorption components for the compression phase and/or for the decompression phase, characterized in that at least one valve assembly is supplied with variable flow impedance by a regulating valve (5, 6, 26, or 31).

2. Dashpot as in Claim 1, characterized by at least one fixed bypass valve (7, 19, 20, or 38) with a constricted cross-section hydraulically paralleling the flow-regulating systems.

3. Dashpot as in Claim 1 or 2 characterized by at least one flow regulating system for the compression phase and at least one for the decompression phase in the form of regulating valves (5 & 6) with a variable flow constriction.

4. Dashpot as in CLAIM 1 [one or more of Claims 1 through 3], characterized by previously adjusted pressure-dependent valve assemblies (18) with a fixed flow cross-section for the compression and/or decompression phase and with a hard performance curve, hydraulically paralleling the flow-regulating and/or shock absorption systems.

5. Dashpot as in CLAIM 1 [one or more of Claims 1 through 4], characterized by previously adjusted pressure-dependent valve

1 assemblies (18) with a fixed flow cross-section for the  
2 compression and/or decompression phase and with a soft  
3 performance curve, that can be activated and deactivated  
4 individually or separately, hydraulically paralleling the flow-  
5 regulating and/or shock absorption systems.

## CLAIM 1

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7 6. Dashpot as in [one or more of Claims 1 through 5],  
8 characterized in that the flow-regulating, flow-constricting, or  
9 shock-absorption systems are accommodated in a separate  
10 component, preferably in the form of a flow regulating block (41)  
11 outside the dashpot and communicating with it by way of  
12 hydraulic-fluid lines.

## CLAIM 1

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14 7. Dashpot as in [one or more of Claims 1 through 5],  
15 characterized in that the flow-regulating, flow-constricting, or  
16 shock-absorption systems are accommodated in or on its piston  
17 (3).

## CLAIM 1

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19 8. Dashpot as in [one or more of Claims 1 through 5],  
20 characterized in that the flow-regulating, flow-constricting, or  
21 shock-absorption systems are accommodated in or on its bottom  
22 valve (46).

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24 Add  
25 b4  
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